PROJECT GOALS

1. Slow down cars
2. Make it easier for people to cross the street
3. Create more space for bicyclists and pedestrians

TYPES OF BIKEWAYS

Major Protected Bikeway

- Safest, most comfortable biking environment aside from greenways
- Physically protected from traffic and parking
- Strong focus on protecting bicyclists across intersections using green paint and bike-specific traffic signals
- Opportunities to add plants, trees, art, parking, etc. in the buffer area between bike lanes and car/parking lanes
- Calms traffic by narrowing lanes and better using extra space in the street
- Also provides space for pedestrians to walk when sidewalks are missing
- Most effective on streets with high speeds and/or lots of cars

Minor Protected Bikeway

- Bike lanes separate from car lanes, but no physical barrier
- Focus on protecting bicyclists across intersections using green paint bike boxes, which protect pedestrians and enable bicyclists to comfortably make left turns
- Some opportunities to add plants, art, parking, etc.
- Calms traffic by narrowing lanes and adding other traffic calming measures
- Also provides space for pedestrians to walk when sidewalks are missing
- Most effective on streets with medium-high speeds and fairly consistent traffic
- Usually used within neighborhoods

FEEDBACK FROM LAST WEEK

Like the curb extensions and traffic calming
These will stay, but will be done with paint, planters, and delineators (not plastic posts) to save on costs and allow for changes, if needed.

Concerned about new bikeway design, especially in front of homes
We will limit the pilot bikeway design to the commercial area between 18th and Ashwood. We will do an in-depth study until future repaving to determine what design should be used for the entire street.

Crosswalk at Christ the King School and Martin's should be improved
We will limit parking too close to the crosswalk to make pedestrians easier to see, widen the crosswalk so it doesn't feel like you're crossing too close to the parking lot entrance, and add 2 short-term parking spots (under 15 minutes) to help with school drop-offs/pick-ups

Concern about restricting left turns at Sweetbriar
We will hold off on this design, as it needs to be assessed through a neighborhood-wide traffic calming analysis to ensure we aren't simply pushing traffic to another street.

Pilot project should be limited to a smaller section, only expanded if justified
Using the more limited pilot section, we will incorporate a robust evaluation program described below.

Any changes should be supported by data
Overall repaving will occur in 3-5 years, so the data gathered as part of this pilot project will guide what the final design for the entire street should be.

PROJECT EVALUATIONS

Measure	*Video Data*	*Bicyclist/Pedestrian Survey*	*Resident/Business Survey*	*Count Data*	*Crash Reporting*
Traffic Impact				•	
Design/Safety Evaluation	•	•	•		•
Change in Ridership	•	•	•		
Street Aesthetic		•	•		
Community Support			•		

PARKING PROTECTED BIKE LANES

Chattanooga, TN

St. Louis, MO

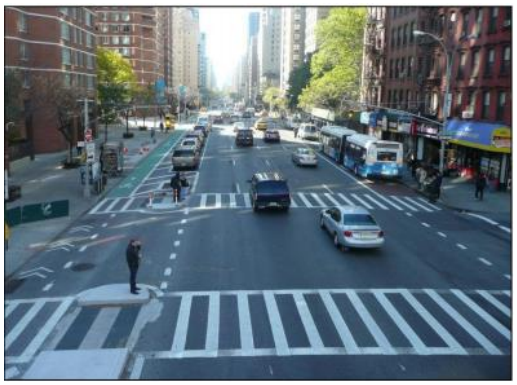
Indianapolis, IN

Case Studies: Impacts of Parking Protected Bike Lanes on Safety and Ridership

Telegraph Avenue - Oakland

- Total number of collisions decreased by 40% (vs. annual averages from 2012 to 2015)
- For the first time in 5 years, not a single pedestrian crosswalk collision reported in 2016
- Cycling increased by 78% in the corridor; walking is up by 100%
- Motorist speeding has gone down

Columbus Avenue - NYC



- Cycling increased by 48%
- Average travel time for vehicles through the corridor dropped 35%
- Average daily vehicle volume was steady, with decreases of only 9% and 2% during peak AM/PM rush hour periods
- Vehicles breaking the speed limit decreased from 14% to 6%

Milwaukee Avenue - Chicago

- Cycling increased by 21%
- 91% of cyclists reported the new configuration "does a good job at protecting bikes from cars."
- 74% of all residents in the corridor agreed that safety of bicycling had increased
- 28% of all residents in the corridor reported that safety of driving on the road had increased